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Hongkong, 24th July, 1908. [551]

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Hongkong, 5th October, 1908. [543]

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[596]

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Swatow, 1st April, 1909. [562]

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Hongkong, 26th April, 1909.

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATH.

On May 26th, at the General Hospital, Shanghai, AMANDA EDWIN CHARLTON, Consulting Engineer, aged 34 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 27TH 1909.

The splendid lead which the Taikoo Hong has given in the effort to raise the fund for the endowment of the University which Mr. H. N. MOYR so magnanimously promised to provide for Hongkong should give the needed fillip to the collection of subscriptions and ensure the establishment of the University at no distant date. The sum required for the furnishing, equipment and endowment represents a capital sum of £110,000, or \$1,250,000, and it was a condition of Mr. MOYR's gift that the Endowment Fund should be raised by subscription before building operations were commenced, it being his ambition to see the University established and working during his lifetime. Mr. MOYR's offer remains open till the end of June. Among the Chinese a sum approaching two lakhs of dollars has been so far subscribed, so that, with the handsome donations by Messrs. JOHN SWIRE & SON, the Taikoo Sugar Refining Co., Ltd., and the Ocean Steamship Co., more than half the total amount required is now in sight. Five weeks more remain in which to obtain the balance. When we point to the fact that no subscriptions from British or other European firms interested in the Colony, other than those we have mentioned have been announced; that no report has been issued as to the result of the appeals which H. E. the Governor has made in many other directions for support of the scheme, we feel that before the end of June

it can confidently be hoped that the subscription list will be considerably enlarged. His Excellency has earnestly appealed "to all who desire, on the one hand, to assist China in acquiring Western knowledge, and, on the other hand, to extend British prestige and the knowledge of the English language, in the East," to assist the project. Sir JOHN JORDAN, the British Minister at Peking, who is a warm supporter of the project, has been asked to lay it before the Wai-wu-pu for presentation to the Grand Councilors and His Highness the Prince Regent, with a view to enlisting their co-operation and financial support. The Chinese Government has contributed \$40,000 to a College which the German Government proposes to found at Tsingtau, and there is reason, therefore, to hope that they will, in a similar manner, identify themselves with the project in Hongkong which is likely to prove of inestimable value to the rising generation of Chinese. When His Excellency last made a public speech on the subject he entertained a hope of support also from H. E. the Viceroy of Canton. Letters were written on the subject to the Secretary of State, to the Government of India and to the Governor of the Straits Settlements; also to the China Association, the Chancellor of Oxford University, to Lord ELGIN, lately Secretary of State for the Colonies, and to other influential people, including the Municipality of Shanghai. Obviously, no effort has been spared by His Excellency the Governor to get the money needed. As to the result of these appeals no public statement has yet been made. We feel, however, that they cannot all have been made in vain, and when the time comes for the Committee which has charge of the scheme to declare the result of their efforts to raise the Endowment Fund we can hardly doubt that the entire sum will be well in sight. While it is very gratifying to note the amount of financial support the scheme has already received from Chinese sources, we hope to see in the final statement that they have contributed a much larger proportion of the amount. The Governor has looked for support not only from the Chinese residing in Hongkong and the immediate neighbourhood, but from Chinese in the Straits Settlements, in Java, in Siam and elsewhere, for they, too, may hope to benefit from the University to which they will be able to send their sons. The project is primarily for the Chinese and H. E. the Governor early in the year said he looked to the Chinese to provide the bulk of the funds. Mr. MOYR's offer remains open only a few weeks longer, and the time, therefore, has now arrived when hesitation on the part of intending subscribers should cease. The munificent donations of the Taikoo Hong have immensely improved the prospects of the scheme, and we can hardly doubt that His Excellency's anticipations of this noble example stimulating emulation will in the few weeks that remain, be largely realised.

Two cases of plague at Yammat were reported yesterday. For obstructing a footway at Yammat, four native merchants were fined \$15 apiece by Mr. F. A. Hazeland at the Magistrate. At the Magistrate yesterday Mr. F. A. Hazeland sentenced a coolie to six weeks' imprisonment and six hours' stocks for the larceny of a jacket. The Rt. Rev. Bishop Pozzoni returned to the Colony from Swatow yesterday. His Lordship was accompanied by Bishop Meril and several priests. A coolie, who was found guilty of trespassing on Army Ordnance property, was fined \$50 by Mr. F. A. Hazeland at the Police-Court yesterday. Brevet-Major the Hon. R. A. Campbell, Cameron Highlanders, has been appointed to the 2nd Battalion, now at Tientsin, but will join the 3rd (Reserve) Batt. till next trooping season. Inspector Collett prosecuted an unemployed Chinese at the Magistrate yesterday for trespassing on the servants' quarters at the residence of Mr. McIntyre, Shaukiwan. Mr. Hazeland imposed a fine of \$7, in default fourteen days' imprisonment. Natives of the Sunning district, who are merchants in Hongkong, convened a meeting in the colony on Tuesday to welcome the departing magistrate of that district, who is on his way to another appointment. At the meeting, about \$20,000 was subscribed on the initiative of the magistrate, for the purpose of building a new gaol in the Sunning district on reformed lands. Shanghai papers announce the death of Mr. A. E. Charlton, at the General Hospital, where he underwent an operation from the effects of which he did not recover. Mr. Charlton came to Shanghai seven years ago as an engineer to the Soychoe Cotton Mill, and later started a successful business on his own account as a consulting engineer. He was connected with the Engineers' Football Club, the Lancastrian Society, and was Right-Worshipful Master of Saltoun Lodge.

As a Chinese gentleman was gazing in a shop window at West Point on Tuesday a thief approached, cut his pocket open with a knife, and relieved him of his purse. He was caught in the act, however, and on appearing before Mr. F. A. Hazeland at the Magistrate yesterday, he was sentenced to three months' imprisonment and six hours' stocks.

A very sad drowning fatality occurred in Hankow a fortnight ago. While the launch of the Japanese cruiser Akashi was bringing some officers from the shore and as she came alongside the vessel, the assistant paymaster of the ship made a spring for the ladder but missed his footing, and fell into the river. He was not seen to rise again, and the body has not been recovered.

In a report to the Minister of Agriculture, Mr. J. B. Sutor, Trade Commissioner for New South Wales in the East, deals with the demand for wool on the part of China. The Chinese, he says, look to the Commonwealth for wool to mix with the coarser grades they produce. Quite recently orders were sent from Shanghai to Sydney for about \$2,000 worth of wool. Mr. Sutor regards this as a good beginning to what he believes will be "a great expansion" in the future.

Meetings of the Manila Railway Company (1906) A and B Debenture bondholders were to be held yesterday, May 26. The resolutions to be submitted have in view the reduction of the present Debenture issues from \$2,500,000 of each class to \$2,000,000. The company is to be congratulated upon having obtained from the Philippine Government a new concession, under the terms of which the latter agree to guarantee interest for 30 years on a new issue of bonds of the Manila Railroad Company to defray the cost of the extensions south of Manila.

A native correspondent of a northern contemporary states that the Imperial Coffin at the late Emperor's funeral was carried by 128 coolies, and their expenses and the cost of erecting two masteds amounted to \$15,000,000. The Prince Regent wants to know where the money went. He has granted only \$10,000,000, as he considers that is quite sufficient. The expenses for getting two boats ready to carry the coffin was \$15,000, but 6,000 only has been paid by the Prince Regent. His Highness is stated to have been angry.

For a long time the police have been baffled in their efforts to discover a gang of thieves who have been removing rail piping from different roadsides. Early this week, however, they effected three arrests, and recovered 1,600 lineal feet of piping which had been removed from Kennedy, Wongneicheong, Conduit and Albert Roads. The three men arrested, one of whom is a coolie engaged at the Water Works, were charged before Mr. F. A. Hazeland at the Magistrate yesterday with the larceny of 1,600 lineal feet of piping, the property of the Government. The hearing of the case was adjourned.

One of the most interesting Chinese personalities, Lui Jung Fu, who earned the good opinions of the Chinese Government by the guerrilla warfare which he conducted during the Franco-Chinese war, and who, in his capacity as chief of the Black Flags, gave endless trouble to the French authorities, will shortly come to Hongkong. The ex-chief of the Black Flags on the completion of his warlike activities in the south, held several military appointments in the Kwangtung province, but he has retired from military life and proposes to float a company to carry on banking and godown business in Canton. It is in connection with this business that he intends visiting Hongkong.

The Philippines Appropriation Bill, which has just been passed by the Assembly makes provision for meeting the deficit expected to result from an application of the provisions of the Payne Bill to the Manila customs house. The Government is authorized to float a loan in the United States by the issuance of bonds to the amount of \$1,500,000 for public works throughout the islands. It is proposed to use the money obtained from the sale of the bonds for the construction of the public works for which money has already been appropriated. In this way the money set aside heretofore for these public works will be available to meet any falling off in the revenues.

There is a growing demand for canned milk in Southern China, remarks a trade paper. The United States Consul at Canton reports that the consumption of canned milk among the Chinese is on the increase, and many of the stores now handling these prepared milks report that large quantities of the various brands are being taken by the Chinese. The Chinese have never used any great quantities of milk, as they usually allow the calf to take all the milk for its nourishment, in order to have another animal later, and fearing that the calf will die if deprived of any part of the milk. No dairy farms exist except in the various foreign settlements and colonies. In fact, among the Chinese, fresh milk is practically never used, owing to its scarcity. There is every indication, however, that the Chinese are beginning to realise the value of milk as a food, and when once the use of it becomes general the manufacturers of the canned product should find a large market.

PLAGUE IN NORTH CHINA.

A Tientsin contemporary states that plague is spreading in Mongolia and invading Manchuria. The same paper states that at Tientsin inoculation with Hoffman's vaccine is to be carried out on a large scale, and plague measures are being conducted from the new laboratories of the Chinese Engineering and Mining Company, who are congratulated on their determination and thoroughness in dealing with the disease in North China.

TELEGRAMS.

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THE DERBY.

LONDON, May 26th.

The result of the Derby which was run this afternoon was as follows:—
H. M. the King's Minerva... 1
Mr. W. Raphael's Louviers... 2
Sir John Robinson's William... 3

[There were 169 horses entered for the Derby this year and it is interesting to Eastern readers to note among the list of owners the names of Sir R. W. B. Jardine, and Mr. J. Bell-Lyving.]

The King's horse Minerva has been favourite since he won the two thousand Guinea race. Previously the favourite had been Mr. Fair's Bayardo, with Mr. C. J. Blake's Glasgower as second. As a two-year-old Bayardo went through last season without a defeat, winning seven races and £13,000 odd in stakes. But none of these races exceeded seven furlongs. The Derby course is a mile and a half, and doubts of Bayardo's ability to stay the distance have been entertained. In the mile race for the two thousand Guinea, Bayardo ran fourth. His master's horse Minerva has been leased from his breeder, Mr. W. Hall Walker, and has to his credit the fact that he has only once failed to secure a place.

INTERPORT CRICKET.

SHANGHAI, May 26th.

In the Hongkong second innings Baghall made 24 and Innes 13 not out.

The corrected scores are:

FIRST INNINGS.	
Capt. Beasley, c A. Lanning, b Humphreys	27
Lieut. Green, b Carruthers	21
Lieut. Anderson, b V. Lanning	4
Capt. Garnett, c Humphreys, b V. Lanning	74
Capt. Baird, b Lanning	46
Lieut. Bagnall, c V. Lanning, b Billings	0
Lieut. Byrne, c Dew, b Billings	0
Lieut. Innes, c Barrett, b Humphreys	28
Capt. Brierley, c Walker, b Humphreys	0
Lieut. Crookenden, c Walker, b Billings	3
Capt. Greenway, not out	11
Extras	208
SECOND INNINGS.	
Capt. Beasley, c Walker, b Billings	10
Lieut. Green, c Walker, b Billings	25
Lieut. Anderson, c and b Humphreys	22
Capt. Garnett, c Lanning, b Billings	65
Capt. Baird, c Moule, b Billings	38
Lieut. Bagnall, c Lanning, b Billings	24
Lieut. Byrne, b Billings	1
Lieut. Innes, not out	13
Capt. Brierley, b Billings	3
Lieut. Crookenden, b Billings	0
Capt. Greenway, b V. Lanning	5
Extras	9
Total	215

INTERPORT TENNIS.

SHANGHAI, May 26th.

In the interport tennis match Captain Beasley and Lieut. Byrne beat Messrs Wheelock and Fearon 4/6, 6/2, 6/3, and Messrs Saunders and Middleton 6/0, 6/2, while Captain Brierley and Lieut. Whyte beat Messrs Saunders and Middleton 6/3, 6/1, and Messrs Wheelock and Fearon 7/6, 1/6, 6/4.

NIPPON YUSEN KAISHA SUCCESS.

TOKYO, May 26th.

The Nippon Yusen Kaisha has declared a dividend of ten per cent. Mr. Kondo, the President, referred to the comparative success of the half-year in contrast to the losses of the German and British lines and the Toyo Kisen Kaisha.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

DEATH OF ADMIRAL ST. JOHN.

LONDON, May 26th.

Admiral St. John, of China and Japan fame, is dead. [Admiral Henry Craven St. John, entered the Navy in 1851, was lieutenant for action at Eddystone Creek 1857, commander for attack and destruction of piratical fleet of junks 1866, especially promoted to post captain for arduous surveying services in Japan, served in Reserve and Channel squadrons, senior officer at Gibraltar, and as rear-admiral in command of Queenstown, decorated for A.D.C. to the Queen, Jubilee, Baltic and China medals and clasps.]

GERMANY'S NAVAL NEEDS.

LONDON, May 26th.

Admiral Koester, in opening the German Navy League at Treves, insisted in his speech that Germany had too few cruisers compared with Great Britain, a defect which must be remedied, as well as a seventeenth battleship added.

FRENCH POSTAL STRIKE.

EXTRAORDINARY DEVELOPMENTS.

LONDON, May 26th.

As a result of the strike of the French naval reservists, there are now twenty mail steamers detained at Marseilles.

The Government has hastily introduced a Bill authorising the conveyance of mails to Algeria in foreign bottoms, also a Bill defining the legal status of employees of the State and permitting unions within single departments, but prohibiting the consideration of such unions.

SOUTH AFRICAN PROSPERITY.

LONDON, May 26th.

The South African section of the stock exchange is busier than it has been for a long time, many offices working all night.

Mr. Botha, the Premier, in a speech at Pretoria, said that never before in the history of South Africa had there been such solid signs of prosperity.

FORTIFYING PANAMA CANAL.

LONDON, May 26th.

Plans of the fortification of the Panama Canal have been submitted to President Taft. The cost is estimated at £1,500,000 and provision is made for an armament of sixty heavy guns and a garrison of 4,500 men.

[FROM THE "CHUNG NGOI SAN PO."]

RAILWAY LOANS.

PEKING, May 26th.

The Canton-Hankow and the Hankow-Szechuen Railway loans were signed on the 25th instant by the representatives of the English, French and German Banks and Grand Councilor Chang Chih Tung and the President of the Board of Communications.

PRINCE CHING TO RETIRE.

PEKING, May 26th.

Prince Ching has asked sick leave and it is reported that he will soon retire.

CHINA'S BUDGET.

PEKING, May 26th.

The Board of Finance has gone into the accounts and have ascertained that the deficit amounts to five million taels.

THE LATE MR. R. D. WATT.

The remains of the late Mr. R. D. Watt, superintending engineer of the Dock at Quarry Bay were interred at the Colonial Cemetery, Happy Valley yesterday, when, notwithstanding the disagreeable weather, there was a large attendance of mourners to pay their last respects to one who was held in general esteem. The funeral procession formed at the monument, and on reaching the entrance to the cemetery, the coffin was lifted from the hearse and borne on the shoulders of the European shipyard foremen to the chapel, where service was conducted by the Rev. F. T. Johnson. Among those who followed the remains were Mrs. Watt (widow), who was accompanied by Mrs. Templeton, Mrs. Sachse, Messrs. D. R. Law, G. T. Edkins, W. Nicholson, C. H. Blason, J. Hall, W. Ironside, C. E. V. Harrop, E. P. Dashwood, P. F. Nicholson (dock manager), R. McGregor (local secretary), J. Reid (assistant-manager), A. W. Dixon (superintendent of the shipyard and the refinery). Others present were Messrs. H. E. Tomkins, G. Grimble, D. MacDonald, John Lambert, T. Neave (Kowloon Dock), R. A. Nicholson (Comptrolleur Dock), C. W. Bayers (Peak Tramway) Captains Brown, Fraser, and Metherall and Chief Engineers W. Budge, Smith and Jones, etc. After the committal sentences had been pronounced by the clergyman, the coffin, which was made of polished oak, was lowered into the grave, and the service concluded. The inscription on the coffin was "Robert D. Watt, Died 25th May. Aged 52 years."

The floral tributes were numerous.

SUPREME COURT.

Wednesday, 26th May.

IN APPELLATE JURISDICTION.

(BEFORE THE FULL COURT.)

LEUNG SHUI KONG v. IMPERIAL BANK OF CHINA.

The hearing of the appeal was continued in which Leung Shui Kong appealed against the judgment of the Chief Justice in which he was defendant and the Imperial Bank of China plaintiffs. Mr. M. W. Slade and Mr. H. G. Calthrop were for the appellant and Mr. H. E. Pollock, K.C., represented the respondents. Mr. Slade said he could show, from the Bank's own book, strong *prima facie* ground for believing that the account showing the deficiency was not a personal one, and it was for the Bank to prove the opposite beyond any reasonable doubt, before they could have judgment for the amount.

Mr. Calthrop, who followed, said their Lordships would see by the re-arranged defence that the agreement between Leung King Wo, appellant's deceased brother, and the Bank was for a term of one year on trial. As the agreement was only for a year, the guarantee, therefore, was only for a year. The following paragraph in the re-arranged defence dealt with the fact that after the expiration of the agreement there was an appointment of Leung King Wo as agent, and not as manager. That alteration also would be sufficient to discharge the surety. A further paragraph set out that Leung King Wo, after the agreement entered into for guarantee, acted as compradors to the Bank. That was another ground for discharge of the surety. That also led to the point that, if this deficiency was made out against Leung King Wo, it was one which arose from his position as compradors and not from his position as manager. Therefore the surety was discharged on that ground from any liability under the agreement on the part of appellant.

A CHARGE OF KIDNAPPING.

Two Chinese, a male and a female, were placed before Mr. J. H. Kemp at the Magistrate yesterday on the charge of taking an unmarried girl under the age of 18 years out of the possession of, and against the will of one Tam Wang Shi, the person having the lawful care or charge of the girl.

Mr. H. L. Denny (of Messrs. Denny and Bowley) appeared for the prosecution, and Mr. Otto Kong Sing for the defence.

Mr. Denny said the charge was brought under the Women and Girls Protection Ordinance. He would prove that the woman defendant, who claimed to be the mother of the girl, parted with the child voluntarily for the purpose of adoption into another family. She sold the child on or about February 16th of this year, and after the girl had been with the person who paid the money for three days she was taken back by the female defendant and carried off to Singapore. The defendant and the girl returned from Singapore in April, and on May 10th the girl was disposed of again to be adopted by the prosecutrix, who was the wife of the gentleman in charge of the Chinese Legation in Mexico. On the date mentioned the girl was taken to the house of Mrs. Tam Wang Shi, and the sum of \$150 was paid over to the go-between. At the end of three days the girl said she liked being with the prosecutrix, and it was arranged that she should look after the children. On May 17th the first defendant called at Mrs. Tam Wang Shi's house with a memorandum book in one hand and a pencil in the other, and said he had called to see whether the water supply was in order. In this manner he got up to the first floor of the house. Then he said it was necessary to report if any rat holes required filling, and so pushed his way gradually to the top floor and into the bedroom of prosecutrix, where the child was. As soon as he saw the girl he picked her up and ran down into the street. An amah gave chase, but was confronted by two men who dared her to go further. She did not go further, but she raised her voice, and the first defendant was pursued by some men in the vicinity and captured near the Bellios School. He was handed over to a Chinese detective and with the child was taken back to the house of prosecutrix. The second defendant accompanied him back, and there claimed the girl as her daughter. Mr. Denny submitted that if the defendant voluntarily parted with the girl for money she had no right to claim her again. He was not in a position to say whether the child was, or was not a daughter of the second defendant, but under section 32 she had put it out of her power to claim that she was entitled to the possession of the child. The girl had given a statement as to previously being stolen, and the speaker would call before the Court the woman by whom she had been stolen. Evidence was taken and the hearing adjourned until to-day.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 26th at 11.45 a.m.—The barometer has fallen quickly—in Japan, the depression lying over the Eastern Sea yesterday, having reached the neighbourhood of the Kii Channel. Pressure has increased considerably to moderately over the Yangtze Valley and S. China, respectively. It is now high over the former area.

Fresh N. to N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... Same as No. 1.

Formosa Channel... Same as No. 1.

South coast of China between... Same as No. 1.

Hongkong and Lantau... Same as No. 1.

South coast of China between... Same as No. 1.

Hongkong and Hainan... Same as No. 1.

(*) N. to N.E. winds, fresh; squally, showery.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

April 23, 1909.

DECADENT FRANCE.

Signs are not wanting that France is rapidly going to the dogs. For some time past everything seems to have gone wrong with her; her luck is fairly out. Some national catastrophe appears inevitable; what form the latter will take is difficult to say for the simple reason that there are so many things out of working order. Not only is the French Navy in a most lamentable state, but the Army—France's first line of defence—is far from being what it ought to be. Everyone you meet is grumbling about things in general; wholesale dissatisfaction prevails everywhere. Various attempts are also being made to overthrow the Republic; Premier Clemenceau and President Fallieres have been warned not to go to Nice, as plots have been hatched against them by Socialists. All this is certainly disquieting, and points to an approaching calamity. Were the Republic to be substituted by some other régime would such a change be fruitful of better results? It remains to be seen. In any case, the abolition of the Republic is a "big order," and could not be effected without a terrible conflict. Not for many years has this country been so seriously agitated by under political currents. Such a regrettable state of things cannot last very long; it must come to a head. The Government is not as popular as it was in the eyes of the people; it is to be feared that when the grave crisis comes, it will prove unequal to the occasion. What is France drifting to? Civil war and Revolution are said to be the object of those who are at the root of the present evil. Uncertainty is worse than reality.

THE DEFICIENT STATE OF THE FRENCH NAVY.

The deplorable condition of the French Navy is the burning topic of the hour. Every day indeed brings additional revelations regarding its lamentable slowness. That the Navy has been shockingly neglected by the authorities is now a true bill; commanders have now spoken out as they never did before; the reason why their urgent demands were not complied with is because the arsenal authorities at Toulon had not the means at their disposal for doing the necessary work—work of vital importance in many cases—defects had to be remedied by private firms. It was owing to lack of material that the arsenal could not do the work. Further disquieting revelations have just been made with regard to the submarine *Amphib* and the battleships *Vérité*, *Démocratie* and *Justice*. The submarine's parts were for instance found to be not in accordance with the plans, while many of them had to be modified before they could be fitted together, while one of the metal covering plates, part of defective stock condemned by the Parliamentary Commission, gave way under the strain, and now, after it has been repaired, is still a source of great danger. The plates of the two aft boilers of the *Justice* were found to be burst; more than that, they were touching one another instead of a free space being left between them for the passage of air. The same remarks apply to other ships, all of which were also discovered to be highly defective. Imagine France being engaged in naval warfare under such circumstances! What is wrong with the French Navy is not the men, but the out-of-date organisation. The arsenals must at once be reorganised, and even more, the central administration, while great attention must be paid to the system of contracting. At Toulon there are complete sets of boilers which have never been used! France might consider the idea or suggestion of getting Great Britain to build her future ships, since home construction has hitherto proved so unsatisfactory and unreliable. It would not be the first time that England or Great Britain has played the part of ship builders to the world. The question of unpreparedness has been dwelt upon by M. Paul Doumer as one of the members of the Naval Commission of Inquiry. "Out of the 700 men aboard each vessel," he remarks, "an average of 100 are lacking." Some of the warships in the French Navy have not a single shot with which to defend themselves against torpedo-boats. One ship which the members of the Commission came across was entirely without projectiles; the magazines were empty, and had been in this shocking state for the last twelve months that the ship had been with the squadron. Some of the warships have been waiting for guns and alterations for years. M. Doumer, like his colleagues of the Commission, were quite horrified at what they saw and heard. The French Navy needs 15,000 sailors in order to be fully efficient. The Admiralty cannot manage to supply these men, though it has a total effective of over 50,000 men for the crews of the fleet. So much for the ships. Now for the crews. The latter have of late mutinied on board several of the ships through shortness of food and rest. The men, who are not as properly treated as they deserve by their commanders in a number of cases, freely indulge in revolutionary songs by way of manifesting their displeasure. This spirit of discontent is rapidly spreading to all centres and adds fuel to fire.

PRISON MUTINIES.

Revolts in French prisons are also becoming more frequent, and the mutineers more exacting in their demands which have been granted in some places, owing to the seriousness of the outbreak.

THE ATIZAN'S STRUGGLE FOR EXISTENCE.

A French workman's life is not a happy one by any means; from one year's end to another it is one long continuous struggle to make ends meet. Both the wives and children of artisans contribute largely to the income of French families; were it not for this, living, or rather existence, would be well nigh impossible.

Workmen in France are wretchedly underpaid as compared with their comrades in Great Britain. The wives' earnings of course are not all the same; where women contribute most to the home budgets in France is at Roanne, a town largely dependent on the cotton trade, where it is no less than 97.5 per cent, which means practically that they have to bear nearly the cost of living themselves, so little money do their husbands earn. At Havre, women are called upon to contribute only 16.8 per cent. It is 82 per cent. at Grenoble (the centre of the glove industry), and 81 per cent. at Pougères (which is occupied almost solely with boot and shoe making). Were it not for horse-flesh, as well as the flesh of the mule and ass, there would be famine in thousands of French industrial homes. Expenditure on food and drink (excluding alcohol) per head per week in working families does not exceed 5 fr. 50 centimes. While the hours of labour in France exceed those usual in England by about 17 per cent., the wages of French workmen are to those of the English workmen as 75 to 100. The consumption of horse flesh is very general throughout the whole of France, and amounts to 11.2 per cent. of the total consumption; it is nearly 50 per cent. at Nancy. In consequence of this the price of horseflesh has increased to such an extent that the best cuts are gradually approximating to beef. Happily milk and bread are cheap, so is coffee.

CLOSE SEASON FOR SNAILS.

Why should there not be a closing time for snails, as is the case for fish and game? In view of the fact that the edible snail, which furnishes a much-prized delicacy on French menus is threatened with extinction, the General Council of the Young recently petitioned the Minister of Agriculture to order a "close" season on its behalf. M. Rana, the Minister in question, duly ordered an enquiry, the only result of which has been to determine the legal status of the escargot, or snail. Considering that the latter is neither game nor fish, but merely an agricultural parasite to be destroyed at any time and in any season, M. Rana has refused to entertain the idea of protection. This Ministerial decision has thrown the great snail-producing region—the centre of which is Burgundy—into consternation. Snails, like oysters, should never be eaten in any month which has no "R" in it. The end of the snail season is therefore nearly over in France for the time being; from the first of September to the first of April, something like fifty million snails pass through the Paris Custom House. The wholesale price varies between 17 francs and 30 francs per 1,000 on the Paris market for raw snails, and between 50 francs and 70 francs for snails, cooked and prepared for eating. Curiously enough, whilst the snail trade has gone up, the trade in frogs for edible purposes has fallen off.

PROTECTION AGAINST TUBERCULOSIS.

The members of the British Colony in Paris are looking forward with great pleasure to the grand festival to be held on the 16th of May next at the Trocadero, at which French, English, Scottish, Irish and Welsh songs will be sung. This annual festival is given by the public school girls of Paris, the proceeds going to a fund for the defence of children against tuberculosis. The girls send their little *protégées* to the country and make clothes and collect books and playthings for them. The Choral Society also gives a concert for their benefit every year at the Sorbonne. This year an invitation has been sent to British schoolgirls and has been accepted with enthusiasm. The visitors—1,000 in number—will receive a rousing welcome and be shown the sights, besides being entertained on a princely scale as a matter of course. The thousand British schoolgirls who have been recruited in London will arrive in Paris at the beginning of May.

PECULIAR CURE FOR NERVOUS DISEASES.

Vinegar thrashing or flicking is the latest cure prescribed by Paris doctors for people suffering from various forms of nervous maladies. Patients who have already undergone this extraordinary new process declare that it is "a perfect cure." "Vinegar flicking produces the most beneficial and rapid results, completely curing cases of nervous debility and nervous prostration and most other forms of nervous diseases. The sensation is, however, not a pleasant one as will be seen, though it is necessary to be cruel to be kind. The patient is sent into a dark room and made to strip, whereupon the doctor, armed with a long, rough towel, steeped in vinegar, proceeds to thrash the patient, all over the body, constantly re-dipping the towel in vinegar. For delicate skins, this is nothing short of torture. Seldom can a person stand being so "thrashed" for longer than ten minutes. On a signal from the patient to stop, he is then vigorously rubbed, and after being clothed in a bathrobe is treated all over with hot iron! A slight rehearsal and return to the Inquisitorial period.

SIR ERNEST SATOW ON THE OPIUM QUESTION.

The annual meeting of the Christian Literature Society for China was held this month at Canton Hill, Mr. E. R. P. Moon presiding. Sir Ernest Satow said that there was now certainly a widespread desire for Western knowledge in China, and it was most important that we should meet this demand for education by literature of the best kind. As to opium, the Chinese themselves acknowledged its evil, and he had never known a Chinese official, willing to admit that he used it. At a meeting the other day in London a resolution had been passed suggesting that we should give up our treaty rights under which China was compelled to admit Indian opium; and if he had not been an official, he would have been glad to move such a resolution himself.

The Rev. Dr. Barber, of the Lays School, said there were now a number of students from the Shanghai University scattered over London, and it was advisable that some organization here should act for their benefit.

Mrs. Archibald Little highly commended the society's work; and Dr. Johnstone said that, while the wealthy Chinese could pay for books, the masses were very poor, and there was great need of simple and cheap literature for circulation among them.

CHINESE CUPID UPSETS SCHOOL.

TEACHER ACCUSED OF TAKING TOO READILY TO AMERICAN METHODS.

These are the headlines which a San Francisco paper gives to the following story:—Love and politics have combined to cause a tempest in a teapot in the Chinese Imperial School, which opened with so much pomp and ceremony about two months ago. Chinatown is much wrought up over the fracas, and it was officially stated that the result may be that one, at least, of the teachers imported from China for the purpose of teaching the wisdom of the Chinese sages to the younger generation of the Oriental quarter, may be banished owing to his too rapid assimilation of American manners and customs.

The affair started when it was reported to the Chinese Consul-General, Shu Ping Tsun, who is by virtue of his office the head of the Imperial school, that Wang Chi Tey, secretary of the school and one of its instructors, had been driving with little sixteen-year-old Fong Toy Yang, the daughter of Yung Gai, a Chinese photographer, who has a studio near the school at 312 Stockton street.

When Leong Ching Kwai, the delegate from the Imperial Board of Education at Peking, opened the school in February, he impressed upon the teachers the fact that the school was for the purpose of instructing the San Francisco Chinese in the ancient forms and ceremonies, and warned them that they must not be led astray by the example of the Americans. But Wang Chi Tey did not heed the warning of his superior, and when he looked upon Fong Toy Yang and when she was favorable to his suit he lost no time in following the example of the Melians and invited her to go buggy riding with him.

The invitation was accepted, but the couple were seen and a report of the affair was carried at once to the Consul-General, who suspended the teacher pending an investigation. Just what his punishment will be is not known, but banishment to China is mentioned as the least of the ills that will befall him.

There are those who say that the teacher is being made a scapegoat, and that the whole affair is an attempt on the part of those who are opposed to the school to discredit his administration of the school. It is pointed out that the Chinese delegate, when opening the school, said that there would be one teacher for each forty pupils, and that the money paid by the pupils would pay the salaries of the teachers and leave a considerable balance, which would be expended in books and improvements.

The opponents of the school are of the opinion that there are but 103 scholars in the school, and that four teachers are employed at a salary of \$50 a month apiece. This sum is claimed to be excessive, and the presence of four teachers is also said to be unnecessary, and in direct violation of the orders of the Imperial Commissioner. The total income of the school from the scholars is \$26 per month, and nearly the whole of this is used to pay the salaries of the teachers.

Chinatown is much agitated over the matter. The big merchants are ranged on the side of the Consul-General, but the smaller tradespeople are opposed to him. There are threats of appealing the whole matter to Washington, and then to China. The Consul-General refuses to discuss the matter, and orders have been issued from the headquarters of the Six Companies to the effect that no information must be given out. The Free Press came out editorially last week and condemned the manner in which the school has been conducted, and the other Chinese papers are following suit. Meanwhile Fong Toy Yang is being kept in seclusion, and Wang Chi Tey is wondering just what his punishment is going to be.

SHANGHAI TRADE.

Messrs. Ilbert and Co.'s latest Market Report says:—With the exception that clearances from stock are still being maintained at a very fair rate for the time of year, there is little to report in regard to the market. Steady business is the best importers, other dependencies all being very quiet.

An interesting feature of this year's business has been an increase in consumption of yarn as compared with the past few years, the figures being as follows:—

Year.	Indian.	Japanese.	Local.	Total.
1905.	116,463	106,275	31,603	454,341
1906.	169,979	109,958	30,420	510,357
1907.	132,013	118,635	132,736	563,385
1908.	139,997	123,391	123,532	646,920

No doubt an important factor in the expansion of this trade has been that the staple food of the country, namely rice, had ruled cheap during recent months, and also the development of exports of other produce has put money into the pockets of the country. Naturally the yarn trade is the first to feel an improvement in the country. The purchasing power, the effect following later, throughout other classes of goods. The silk crop prospects are said to be excellent, and tea above the average, so that it would appear the near future may be productive of something at least more solid than hope of better times from which the import trade has had for so long a period to derive what sustenance it might.

PROSPEROUS BOMBAY.

If the whole of India is being impoverished by British rule, as a leading edition of Bombay has for years preached, says the *Indian Spectator*, the city of Bombay itself does not seem to have been overtaken by this alleged general misfortune. The income of the Corporation for the last financial year was £1,027,000, more than four-and-a-half lakhs in excess of the original estimate. Taking the population at about 978,000, incidence per head of population works out at nearly £10-8-0. There is no general complaint of excessive taxation, and as building operations are progressing everywhere throughout the city, the commissioner looks forward to a still further increase in the revenues of the Municipality in future years.

LATEST STEAMER MOVEMENTS.

The J.C.-J. Linie str. *Tytilatje* left Massacre for this port on the 25th inst. p.m.; and may be expected here on or about the 2nd prox.

The C.P.R. str. *Empress of India* arrived Shanghai at 2.30 p.m. on the 25th instant, and left again at midnight same day for Nagasaki where she is due to arrive at 8 a.m. to-day.

The Indo-China str. *Fookiang* left Calcutta for this port via the Straits on 19th inst., and may be expected here on or about the 4th prox.

The Indo-China str. *Kunming* left Calcutta for this port via the Straits on 24th inst., and may be expected here on or about the 9th prox.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Face Cream will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

FLYING WARSHIPS.

HOW GERMANY IS BUILDING AN AERIAL FLEET.

The extent of German activity in the building of airships for military purposes and the attitude of the German military authorities with regard to the value of airships in war have been, perhaps for the first time, fully described by the Berlin correspondent of the *New York Herald* (Paris Edition) in a remarkable communication which appeared in that journal three weeks ago and which we reprint below.

Germany's "aerial fleet" has furnished a theme for much comment and discussion, at the same time much that has been printed on the subject comes from the realms of conjecture, because accurate statistics are difficult to obtain where so many inventors are carefully concealing their work until they can make a good showing.

In answer to the question which nearly always arises in the first thought of the average native, whether in Germany or elsewhere: "Of what use is it, and how much practically can be done with one of the big airships in time of war?"—it can be said, right here, that the German military authorities and the experts are unhesitating in their affirmations. They immediately reply: "Take the example of the Zeppelin airship, which has demonstrated its perfect capacity to remain twelve hours in the air and to skirt the entire frontier and take note of every position."

TEN SHIPS BY THE AUTUMN.

If you argue that guns have been made, or are about to be made, which can bring the airships to the earth, the reply is: "Yes, but that is only a hypothetical. Projectiles can go clean through the cellular type of airship without crippling it very badly. Furthermore, what is the use of one airship if we have a dozen more in reserve?"

Without mentioning other types, and without reference to many that are more or less vague as to design and time of completion, the "fighting force" of the aerial fleet in Germany will comprise, by next autumn, four Zeppelins, three *Parasels*, and three of the *Gross* type. That these three types of airships are being built in such numbers is a fact which has not been generally known, and which has not been generally known, and which has not been generally known.

According to the experts' opinion, the Zeppelin is the type of the future for general use, while the *Parasels* are the right kind for field use and general portability. The *Parasels* can be mounted or dismounted at any place, and the equipment comprises a hydrogen generating plant.

THE THREE PARASSEL SHIPS.

Part of the recent history of airship construction is as follows: The old Zeppelin, which in the course of his experiments the inventor called the model No. 4 and which was 443 ft. long, came to grief by an explosion on August 4, 1908, at Eckerdingen. The immediate successor is the airship known as the Zeppelin L, with which Count Zeppelin has been performing voyages recently. The motor is of 60-h.p. Next comes the Zeppelin II, which will be finished very soon. It is to have a motor of 105-h.p. The Zeppelin III is being built at Friedrichshafen. It will also have a motor of 105-h.p., and its gas capacity will be 5,600 cubic metres.

The *Parasels* list now comprises three airships. One was sold to the Government, No. 2 remains at Tegel, where the soldiers use it for experiments, and No. 3 is at Bitterfeld. No. 3 is 226 ft. long and 37 ft. in diameter. The *Parasels* airship differs from the Zeppelin in the fact that it is of the non-rigid type, and, moreover, it is only about half the length of the Zeppelin. It is said, however, that Major von *Parasels* is disposed of his new models.

Of the *Gross* airships two are now in existence and use. They are considered regular military property, as they belong to the Government. The *Gross* and *Parasels* types are strikingly similar to the French airship models.

The *Siemens-Schuckert* Company, at Norderdam, near Berlin, is constructing an airship. The important details are withheld from the public. It is of the non-rigid type, 329 ft. long, nearly 43 ft. in diameter, and the capacity is given as 11,000 cubic metres. Captain von Krogh, a well-known aeronaut, who was first given the *Parasels*, is supervising the construction of the *Siemens-Schuckert* airship.

Of special importance is the airship to be known as the *Schutte*, which is being built by Professor Schutte, of the Technical High School in Danzig. The design is by Herr Rettig, of Berlin, who is recognised as the leader in the designing of racing rowboats, and who is the inventor of a hollow car. The *Schutte* airship will be ready for trials some time during the coming summer. It will be 329 ft. long, like that of the Zeppelin, and will be 32 ft. long.

The novelty of this airship is found in the use of wood, instead of aluminium, in the construction of the frame. It is understood that American white pine is the wood that is being employed. Competent judges say that wood of this kind, which is extremely light and flexible, is far superior to aluminium for the use in question. Moreover, wood does not offer electrostatic dangers, as does aluminium.

Two more airships belong to the aerial census in Germany, and they are the *Zimmer*, in Munich, and the *Unger*, in Hanover. They are mentioned as being experimental, however, and are not reckoned among the foremost of German dirigible aerostats.

In the aeroplane field Germany has done practically nothing thus far. The national idea runs to the airship principle, almost to the exclusion of the "heavier-than-air" apparatus.

A major *Parasels*, whose model demonstrated its capacity to fly in an exhibition hall, is almost ready to attempt experiments in the open air. Something of importance is expected from him, as he has devoted years to the study of aerodynamics and is an authority on the subject.

Professor Reissner, of the Technical High School in Aix-la-Chapelle, has a flying machine which flies, although it has not yet attained either a very long distance or a very great height.

Herr Gerd, an engineer of Varelburg, has experimented with an aeroplane and has made flights of 50 to 100 metres.

THE OPIUM DEPARTMENT OF INDIA.

REDUCTION OF STAFF.

The Pioneer says that as the cultivation of opium is curtailed, year by year the Government of India will have to consider how the reduction of the departmental staff can best be carried out. One of the first steps should be the abolition of one of the Agents each of whom receives a salary rising from Rs. 30,000 to Rs. 75,000 per annum. The work that will have to be done in future will not justify the maintenance of these highly paid appointments. The strictest economy will clearly have to be exercised in the matter of establishments in the two agencies if the business as a whole is eventually to be closed down so far as China is concerned.

CONSULAR REPORTS.

NANNING.

From a Report on the Treaty Port of Nanning by Mr. G. W. W. Pearson, Acting British Consul at Pakhoi, we make the following extracts:—

The commercial importance of Nanning as a trade centre has become so evident that on April 1, 1907, the Imperial Maritime Customs sent a staff to establish a custom-house at the port. Native merchants were, however, slow to avail themselves of the advantages which it offered; the old system of covering goods by inward and outward transit passes taken out at Wuchow for places above Nanning being still followed to a large extent. It follows that much of the cargo passing through Nanning does not appear in the customs returns. The total value of the exports and imports passing through the customs-house was estimated at 6,000,000 or 7,000,000 taels (1,000,000), but, as nearly all the exports are either covered by these Wuchow transit passes, or else pass through the native customs, this figure does not give an accurate idea of the large trade of this natural commercial centre, which attracts about 60 per cent. of the trade of Kuangsi. The actual customs revenue collected during nine months was but 24,092 taels (3,915,151). No statistics are available to show the proportion of exports to or imports from foreign countries, but Nanning shows very distinct signs of progress, and all foreign goods are rapidly growing in popular favour.

Shipping.—Most of the traffic to and from Nanning is carried on by native junk. Between Nanning and Wuchow, one motor boat runs uninterruptedly all the year round. This draws 18 inches of water, with 5 tons of cargo on board, and is owned by Messrs. Barker and Co., Wuchow. There are also Chinese-owned launch boats, which are of deeper draught, but can at most states of the river tow a houseboat or junk. During the first half of 1908, 24 launches entered Nanning, with a tonnage of 766 tons. 179 junks chartered by foreign firms entered during 1907. These are tenders to their West River steamers which reach Wuchow. The junks vary from 15 to 50 tons and, under ordinary circumstances, take 25 days up and 10 to 12 days down, according to the state of the river.

There is also a small fleet of stern-wheel boats of shallow draught, which enables them to ply when launches cannot run up-stream. They return to the higher reaches when quicker boats competing make their business dull.

General notes on Nanning.—The population of Nanning is said to be 100,000, and is a very mixed community. The richer merchants are mainly Cantonese; the labouring classes are natives of Kuangsi, apathetic and unenterprising, but not often anti-foreign. Four dialects are heard in the streets, Cantonese, Hakka, Kuan Hua and an aboriginal tongue somewhat resembling Siamese. The Kuan Hua is regarded as the military colonists sent here descendants of the century A.D. The "brigands," in the eleventh century, were mainly impoverished and discontented peasants and disbanded soldiers, armed with smuggled weapons, of which there would seem to be no dearth. The character of the country surrounding Nanning proper is natural strongholds for these.

The officials of the Nanning district are at present a young and progressive set. There are resident in the city the Governor of China, Mr. Ching, for six months in the year, a local, prefect, district magistrate and a military provincial commander. Although certain minor officials have raised objections to the operations of the Imperial Maritime Customs, they have been firmly opposed by the local and governor. Police with uniforms and batons are stationed throughout the city and a fire brigade exists with serviceable manual engines.

An attempt has been made to boom Nanning as a port. A reservation has been set apart on the right bank of the Tho Chong, partly situated on the old site of the former city. It is fronted by a banding about 30 feet high and 1,500 feet long. The cost of this wall was about 50,000 dol., that of the land forming the reservation 36,000 dol. The wall was erected without reference to any foreign expert, with the result that the ground behind it was not properly filled in or drained and portions of the wall have from time to time collapsed. It has at last become so dangerous that the floating customs-house anchored at its foot has been towed to the opposite side of the river.

The prime mover in the reservation scheme was Ting, Salt Commissioner at Canton. Three short roads have been macadamised and a laid out, but two buildings only (one being the settlement office), with some ponds and waste land, now occupy the site.

The regulations governing the settlement are as follows:—

1. A special board shall administer the affairs of the settlement, presided over by the customs official, the members to be Consuls of the foreign Powers and two representative merchants, one Chinese and the other foreign, to be elected by the householders.
2. The Board will have the following departments: (a) Public works department; (b) police department; (c) judicial department; (d) financial department.

3. Land may not be purchased outright, but is to be leased for periods of 30 years, which less may be further extended for a further period of 5 years.

The yearly rent for land so leased is to be 60 dol. per acre for land on the river front, 50 dol. per acre between frontage and back and 40 dol. for land behind.

Further, in addition to such rent, 2 dol. per acre per annum land tax is to be paid. Application by foreigners for sites is to be made to the customs official through their Consuls.

No applications for sites have yet been made by foreigners. The building of a customs house, a market place and the laying out of public buildings are also projected, the cost to be defrayed from Government funds.

For some time the idea of transferring the capital of Kuangsi from Kueilin has been seriously entertained, and seems about to become an accomplished fact. Estimates have been called for and the cost put down at 1,000,000 dol., a sum which will no doubt well cover actual expenses. The Governor of the province has been lately residing for six months alternately in the two cities.

It will be necessary to repair and build yamens and quarters for the official retinue. As half of the actual inhabitants of Kueilin are said to be dependents on various yamens, the transfer of the official capital would entail an immigration of many thousands into Nanning. Kueilin would shrink to the unimportance of a mere market town.

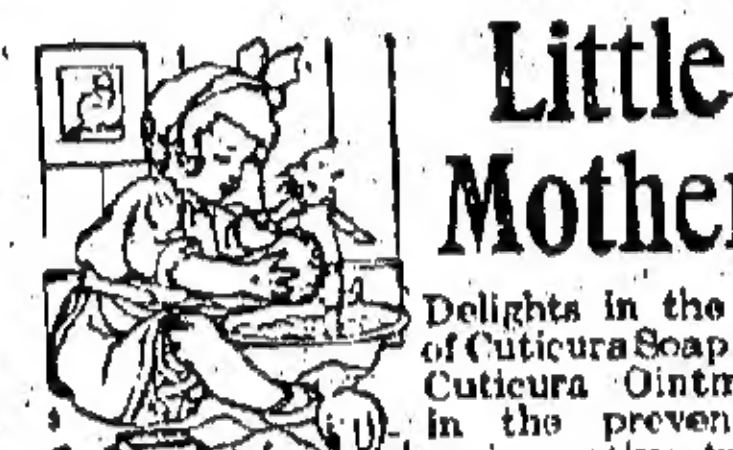
A military training school is projected for the following line:—(a) 8,000 troops to be furnished for four divisions. During their three years' training they are to receive 5 taels per man per annum. After three years they are to return to their homes and to draw a retainer of 3 taels per man per annum. The initial expenses of this scheme are estimated at 1,000,000 dol. Land has already been acquired to the south-east of the city for this purpose. The chief mover in the project is Mr. Tsoi Ching.

HAD ECZEMA FORTY YEARS

Off and On—Mass of Small, Watery Spots Came on Hands, Feet, Legs and Head—Irritation was Fearful—Sought Different Doctors and Skin Specialists in Vain.

FOUND "WONDERFUL" CURE IN CUTICURA

"I have suffered off and on with eczema for forty years in my hands, feet, legs and head. It always came in a mass of small spots and a considerable quantity of watery matter used to come from them. I have been under many different doctors and in different hospitals for the treatment of the skin (in one for sixteen weeks and it only got worse) but derived little or no benefit. Last year I commenced using the Cuticura Ointment began to heal the sores and gave me great relief from the fearful irritation. Since then I have used two more tins of Cuticura with Cuticura Soap and Pills and am quite well, considering the years I have suffered with eczema. I consider wonderful. I can candidly say the Cuticura Remedies alone were the only things that cured me. I have already persuaded several of my friends to give it a trial, and shall continue to recommend them. Too much can never be said in Cuticura's favor."—Mrs. Marie Spencer, 9 New St., Covent Garden, London, W. C., Eng., July 10 and Sept. 29, 1908.



"Timber for the barracks I already being brought to the spot in junks and unloaded, while methods are erected on the land and labelled 'barracks,' in preparation for the arrival of troops, probably engineers from Kueilin, who are being transferred to Nanning."

Waterways.—The Governor, Chang Ming Chi, is discussing schemes for the improvement of the waterways throughout the province. As, however, little inclination is shown to obtain a competent survey or estimate for the cost necessary for the improvement of the West River from Wuchow to Nanning, in which stretch alone exist 22 rapids, it seems unlikely that anything practical will be attempted in the near future.

Bank and Currency.—There are a large number of banks established at Nanning, which advance money on cargo at exorbitant interest. They thrive on the discount and exchange between Nanning and Canton. Freight, insurance and interest are so high that goods sent from Canton to Nanning cost 30 to 40 per cent. more at the latter port. The Currency in use is the subsidiary silver coinage of Canton and Hongkong, the various dollars current in South China and French piastres. The Yang Ping local dollars are worth 138-555 clean, unclipped dollars.

Chief trade routes.—Nanning is the natural distributing centre of Kuangsi, and to a large extent drains the provinces of Yunnan and Kueilin.

Kueilin is reached in 12 days via Pin Chou, Liu Chou and the Yung Fu River.

The road to Ching Yuan is also via Pin Chou and the Hung Shui River, taking about 15 days.

Yunnan is reached via Pao, Fu Ai and Hsi Lin, thence to Kuang Nan Fu; or by land via Lu Hsi, Pin Chou and Tu Shan Chou in Kueilin.

The road to Mengtze branches off from the above at Fu Ai, and goes via K'ai Hsiu Fu.

All the above routes pass Pao. There exist many other routes radiating from various towns on the West River and its branches above Nanning, but these hardly fall within the scope of this report.

The less important connections are:—

1. From Nanning by the West River to Teng Hsien, down the Chien Chiang to Fu Mien and Yu Lin Chou, and thence to Pakhoi.
2. Nanning by the Hung Shui River to Kuei Hsien, to Fu Wang, Hsiao Ching and Chiao Chou.
3. Nanning to Lang Ching via Hsiao Tung to Ch'u Chu, thence to Na Lai and Lienchow. This route is mountainous, difficult and almost abandoned owing to the presence of banditti.

In conclusion, there is little doubt that Nanning will continue to maintain the commercial prosperity which its natural position assures it. The greater facilities for traffic offered by the constant haulage connection with Wuchow are being fully made use of. The local merchants are rapidly losing their conservatism, and the present progressive set of officials are anxious to further the commercial interest of the city by radical improvements.

INDIAN TEA IN CANADA.

It will interest Calcutta shippers of Indian tea to learn that, in response to representations made to the Canadian Government by the Indian Chamber of Commerce and the Tea Buyers' Association, regarding declarations for consignments of tea, a memorandum has been issued to the Collector of Customs throughout the Dominion of Canada to the following effect:—"Tea being free of duty, and not subject to a duty of 10 per cent. when imported direct from country of growth, or in bond from the United Kingdom, it is ordered that the declaration prescribed to be made on invoices of such tea shipped in consignment may be accepted, when signed only by the exporters, without attestation before a notary public or other official." This is yet another instance on the part of the Colonies in the direction of reciprocity, and removes a provision which was felt to be irksome. It ought to stimulate direct exports from tea—especially Indian and Ceylon growth—much more largely consumed than in the United States, when "King Coffee" still holds the market, and the tea that is consumed is of China growth, mostly green tea.

AUCTIONS

PRELIMINARY NOTICE
PUBLIC AUCTION.

THE Undersigned have received instructions from E. NIEHARDT, Esq., to Sell by Public Auction, on **TUESDAY (THURSDAY)**, the 27th May, 1909, at 2.30 P.M., within his Residence, No. 11, Conduit Road, "RANFURLY,"

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue). On View To-day (Wednesday), 26th May, 1909.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th May, 1909. [775]

PUBLIC AUCTION.

THE Undersigned have received instructions from Sir FRANCIS PINGOTT, Kt., to Sell by Public Auction, on **SATURDAY**, the 29th May, 1909, at 2.30 P.M., within his Residence, The "EYRIE," No. 13, The Peak. (On expiry of Lease)

THE WHOLE OF HIS HOUSEHOLD FURNITURE, Comprising—

TEAKWOOD HATSTAND with DEVELOPED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, FOWELL'S BEST WAVY GLASSWARE, DINNER WAGON, KOREAN BRASSWARE, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, DRESSING TABLES, MARBLE TOP WASHSTANDS, WARE and GILLOW'S BRASS MOUNTED BEDSTEPS with WIRE and HAIR MATTRESSES, JAPANESE CHEST-OF-DRAWERS, TIENTSIN CARPET (new), TIENTSIN RUGS, CARD TABLE, &c., &c.

Also

One COTTAGE PIANO by The Robinson Piano Co.

AND

A Few GOOD LAW BOOKS.

Catalogue will be issued.

On View from FRIDAY MORNING, the 28th May, 1909.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th May, 1909. [776]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907

£18,114,624.

Authorized Capital ... 25,000,000

Subscribed Capital ... 2,750,000

Paid-up Capital ... 687,500 0 0

II. Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .555, at \$6.87 and \$7.50 per 100. SPOONING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [623]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings. General Storekeepers and Shipchandlers. Nos. 35 & 37, Hsiao Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE and PHOTO GOODS STORE.

26, DES VUEX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "ZEISS," "GOERZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING and PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 27th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents.

Hongkong, 25th May, 1909. [768]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MIDDELSBORO, LONDON, AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st inst., at 8 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 24th May, 1909. [779]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BRAEMAR,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LTD., Agents.

Hongkong, 24th May, 1909. [778]

S.S. "SYDNEY,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or

via "Molok" from Harve or via "Molok" from Bordeaux or via "Vile de Lorient" and "Vile de Constantine" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after TUESDAY, the 1st June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPAGNE, Agent.

Hongkong, 25th May, 1909. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 31st May, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st May, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 25th May, 1909. [3]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1908. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 21st January, 1909.

ABDUL HAMID.

ANNOUNCING THE SENTENCE.

LAST SCENE AT YILDIZ.

The Special Correspondent of the London Daily Telegraph writes:—

I have had a long interview with Carasso Effendi, the deputy for Salonika, one of the most clear-sighted and intelligent leaders of the Committee of Union and Progress.

He was one of the four representatives of the National Assembly who were charged to communicate to Abdul Hamid the decree of his deposition.

Carasso Effendi gave me a detailed account of the dramatic scene, of which he still experienced all the profound emotions. I reproduce it exactly because it describes the culminating episode, full of tragic beauty, of the present disturbed historical moment.

It is with this supreme colloquy that the sanguinary reign of Abdul Hamid closes, and that after six centuries of boundless power, the sun of the tremendous dominion of the Padiashah sets.

With the consciousness of reproducing an interesting episode of history, I prefix some particulars regarding the surrender of Yildiz Kiosk. The investing army had decided not to shed blood in the Imperial Palace. Having surrounded it, they cut the water and gaspipes, and stopped work at the electric power station outside the walls.

The road was blockaded, thus preventing the arrival of food. Yildiz Kiosk had not been provisioned for a siege. Abdul Hamid had been deceived by his entourage, who feared the anger of the Sovereign. The Sultan believed that the movement of the Macedonian troops was not meant seriously. He was led to believe that it was a bluff, he still reckoned upon his own power; he imagined that the army and the people were his, and during his last Salonika, one saw, in fact, on his face a look of indifference which demonstrated his ignorance.

PALACE IN DARKNESS.

No precaution had been taken for withstanding a siege. On Sunday evening the Palace was plunged in darkness, which was broken here and there by the pallid glimmer of candles. There was no food.

The Sultan himself was obliged to remain satisfied with bread and vegetables. His immediate entourage, chamberlains, bodyguard, secretaries, side-deck, ladies of the harem and their slaves, the eunuchs, kitchen and stable servants, gardeners, porters, domestics, the troops of the Palace guard, all suffered hunger, and with hunger came panic. The shrill, penetrating cries of the ladies increased the alarm.

There were four hundred terrified women who abandoned themselves to desperation, thinking that the Palace would be carried by assault, and that they would be left a prey to the rude soldiery. The men feared massacres.

Djeval Bey, the first Secretary, on Monday morning held the council to announce to the Sultan that the army had taken the city. The Sultan, in fact, the bugles of the Constitutional troops sounded already on the heights, and the battalions were on the march.

The surrender of the garrison began. All gradually abandoned the Palace, even the higher functionaries, the chamberlains and bodyguard, persons whom the Sultan had cherished. So the Padiashah remained alone with his son, Abdulhamid, and the few people who were faithful to the end.

Now begin the story of Carasso Effendi.

THE DEPUTATION.

Having received yesterday from the National Assembly the decree to announce to Abdul Hamid his deposition, we left the Parliament building. It was half-past two in the afternoon. The first reports of the guns were sounding. We were two deputies, Essad Pasha and myself, and two senators, Ahram Effendi and Arif Pasha.

"Not being able to find a carriage, we asked Said Pasha, President of the Senate, to lend us his. He consented, but reluctantly, because he was one of the greatest friends of the Sultan, and his carriage had always attended Yildiz to carry his humble homage. While approaching the Palace we were stopped various times by sentries, but the officers, all belonging to the Salonika Army Corps, knew me by sight. I explained to them our mission, and then we were permitted to pass, while the sentries presented arms.

"Entering the Palace we looked at the time; it was three o'clock. At the principal entrance three Salonika officers were on guard, Halil Bey, Chief of the Gendarmerie, a tall, vigorous young man, whose hair was already grey; Tahir Bey, of the Gendarmerie; and Sabir Bey; all three chosen officers, whom all the gold in the universe would not be able to subvert.

The troops under their orders consisted entirely of Bays, all young Macedonian volunteers of rich families. We alighted from the carriage, and, after the military salute, the officers extended their hands to us, embraced and kissed us in silence. We enter the avenues flanked at the beginning by pavilions which were once occupied by the Guard Corps. Behind them are a number of low buildings, which, I believe, are stables.

"We pass through a second gate, which is open. Before us rises the Moorish Palace, with its outer portico, pillared and open; it is the Chitli Kiosk, which, I suppose, is close to the harem, surrounded by other pavilions in the midst of gardens.

"Everywhere there is a vast solitude; the silence of a cemetery, in which we hear only the crunching of our steps on the gravel. The doors and the windows of the guard-houses, and of some of the pavilions, are open, as in houses where somebody is dead. We look around us with such concentrated attention that every little particular has remained indelibly impressed upon our memories.

STRANGE COINCIDENCE.

Halil Bey leads us into a little guardhouse, where we divest ourselves of our overcoats and hats. Strange coincidences! It is precisely the same guard-house into which I was led a prisoner, and where I was interrogated nine months ago. A short time before the Constitution was proclaimed I had entered there bound and pushed by the soldiers of Abdul Hamid.

Chitli Kiosk is closed. An officer approaches and addresses us. We ask to speak with the first Secretary, Djeval Bey, who has not abandoned the Sultan. Shortly afterwards a door opens, and Djeval Bey appears—an old man of 60 years.

"The door is barred behind him. He asks 'What do you want from me?' and Essad Pasha replies, 'We wish to see the Sultan to make a communication to him.' Djeval Bey does not reply. He goes to carry the message, but those behind the door do not wish to open it again. It appears that orders have been given not to allow anyone to re-enter who has once gone out, but after a short exchange of words with those inside Djeval Bey is re-admitted.

"We wait. Long minutes pass. We are silent. I look at Essad Pasha, studying him, because he mortally hated Abdul Hamid, who caused his brother Gani Bey to be assassinated on the Galata Bridge, and I fear that he may give way to some outburst of passion before the Sultan, and humiliate him. But I see that he is calm, motionless, thoughtful, and I am reassured.

"Meanwhile we take a few precautions. Abdul Hamid who is always armed, does not hesitate when he is seized by the soldiers to resist. Thus, on a night when he was seized, he has killed various innocent persons, whose hearing or some sudden gesture had terrified him, and he is notoriously a very good shot. Therefore we open our holsters, and see that the weapons slide out easily. I can assure you that if the Sultan had shown an armed hand we should not have given him one second more of life.

"Finally, the door opens once more, and Djeval Bey appears. He approaches us, exclaiming, 'You are awaited.' Behind him are some twenty 'black eunuchs.' We advance, and scarcely have we set foot on the great marble steps of the outer portico than the eunuchs surround us. The officers follow with a few soldiers, and Djeval Bey precedes us.

THE SULTAN APPEARS.

"We enter the vestibule. We find ourselves immediately on the threshold of a vast salon, and after a few steps we stop. The officers remain close to the door, barring all exit. The windows are shuttered; only one is half open, and through its panes we see the sun-bathed gardens dotted with trees. At this moment from every side we hear the rippling crackle of the rifles firing a feu-de-joue.

"To the right we perceive a large, silken screen. On the wall behind it is an enormous mirror, and I note that on the opposite wall is another mirror, so placed as to allow whoever is behind the screen to see the least movement of anyone who enters the apartment.

"While we look on at Abdulhamid, the young son of the Sultan, appears, or, to be more exact, it is he whom we perceive first. He has entered without making the least noise by a door which we had not seen behind the screen, and which I suppose communicates with the harem itself.

"Shortly afterwards, again from behind the screen, Abdul Hamid issues. He takes a couple of paces, stops, and fixes his eyes upon us, looking pale and somewhat bewildered. He remains standing before us until the end. We thought we should see him in full uniform, in order to admire with the dignity of his rank the sentence of the nation.

"He was dressed as civilian, with a negligence that betrayed haste and agitation. He had not tied the knot of his black caftan, which was held together by means of a pearl-headed pin. His arms hung by his sides, and his hands trembled slightly. His shoulders, bent more than usual, gave him an attitude of humility.

"After a silent salute Essad Pasha spoke the fatal words. Pronounced slowly in a high precise tone, they resounded in the silence of the room, where for twenty-three years one single gesture of that man whom we saw trembling before us would have sufficed to throw a shadow of terror over an Empire.

"Essad Pasha said: 'We have come to inform you that in virtue of a Fetva of the Chief the nation dethrones you.'

"I observed Abdul Hamid attentively. At these words a convulsive shiver passed rapidly over his body and across his face.

A PAINFUL SILENCE.

"Then followed a painful silence. We waited for Hamid to speak. His first words were neither of revolt nor of defence. They were apologetic.

"And my life? he asked, in a weak voice.

"The nation is noble and generous. It has taken no decision against your life.

The Sultan bowed his head, reflecting for a few moments. Then, as though speaking to himself, he exclaimed: 'They always talk like this. Raising his face, he looked fixedly at him. I said to him: 'You have only the right to hope in the nobility and good feeling of the nation.'

"Then the Sultan asked: 'And my family?'

"At this moment the officers had come away from the door and were approaching. Abdul Hamid, pointing to them with his trembling hand, said: 'And do those soldiers swear that they will preserve my life?'

Essad added: 'I assure you that nothing against your life is even in the thought of the nation.'

"Hamid seems to be reassured. Then an egotistical thought assails him, and in a meditative tone he says: 'How shall I pass my life? For two days I have scarcely had a servant. My foot even is not washed. I am reduced to live with the poor women.' And, almost in a supplicatory voice, he concludes: 'I pray the Sultan to be so good as to give me Chervagan Pasha as a residence.'

"It is there that I was born. It is there that I preserved the life of my brother Murad for thirty years, taking every care of him, and now—pointing through a half-open window, toward the cupola of Chervagan, on the Bosphorus, at the foot of the hills of Yildiz—'and now I could pass through the garden and reach the residence without being seen.'

"Turning then to Arif Pasha, he continued: 'You know this secret passage?'

"Arif Pasha, in this moment had thought of a detail. Chervagan is inhabited by his nephew, the son of Murad. 'Therefore he said: 'But it is necessary that my nephew should leave the residence so that there should not be two harems there.'

"No reply is made.

"The Sultan takes courage. He thinks, and studies his words; then begins to risk a timid defence of his past.

HAMID'S JUSTIFICATION.

"I have done so much good to the nation, and the nation has not recognised it. Has the nation forgotten the war with Greece? After the proclamation of the Constitution, which I swore to respect, I have never ceased for an instant to hold to my oath, and if there have been four and a half rasuls—this is a Turkish expression to indicate a few people—it was they whom it was necessary to punish. Have I not shown my horror of blood? How many death sentences have I refused to sign? If some times I have done it, it has been by absolute necessity.'

"Nobody replies.

"There is a short pause, of which Abdul Hamid feels the terrible significance. He sighs and exclaims: 'What can I do? It is the will of God.'

"In face of our severe impassibility, Abdul Hamid is seized once more by fear. His voice shakes while he repeats: 'Are you sure that my life will be preserved? Does the nation guarantee it?'

At this moment young Abdulhamid begins to weep. He tries to restrain himself, but he cannot, and he hides himself behind the screen where he breaks into bitter sobs.

"The Sultan turns to look at him. Then for an instant we see two tears trembling in his cruel eyes—perhaps the only tears of his whole life.

"The sobs of the youth make us nervous. We were not prepared to find this element of pity so near the tiger. I repeat to the Sultan: 'Have no fear for your life, nor those of your sons.'

"He supplicates.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON**

**THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.**

THE Steamship

"OCEANA."

Captain T. H. HIDE, R.N.R., carrying His Majesty's Mail, will be detached from this ship for Bombay, and, on SATURDAY, the 29th May, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 6,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Ships and cables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA" due in London on the 2nd July, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and number of all packages are required.

For further particulars, apply to
B. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1

AMERICAN ASIATIC STEAMSHIP CO.
FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)
S.S. "INDRANT" On 16th June.
 For Freight and further information
 apply to— **SHEWAN TOMES & Co.,**
 General Agents.
Hongkong, 25th May, 1909. [777]

“GENERAL” LINE OF STEAMERS LTD

"SHIRE" LINE OF STEAMERS
FOR LONDON AND ANTWERP
MANILA, STRAITS & COLOMBO.

THE Steamship
"DENBIGHSHIRE,"
Captain Barrett, will be despatched as above
on the 18th June.
For Freight or Passage apply to
JARDINE, MATHESON, & Co., Ltd.,
Agents.
Hongkong, 20th May, 1909.

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.



SHANGHAI
YOKOHAMA
MARSEILLE
SHANGHAI
YOKOHAMA

MARSEILLES VIA PORTS } **"SYDNEY"** } On 22nd June,
Capt. Rebutat } 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople, and the Black Sea. Through Tickets to London. Passengers from 27/10s. up to 57/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
Rue de la Paix, 10, Paris.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.		From Quebec.	
"EMPEROR OF JAPAN" Sat.	12th June.	"ALLAN LINER" Friday,	9th July.
"EMPEROR OF CHINA" Sat.	3rd July.	"EMPEROR OF IRELAND" Fri.,	30th July.
"MONTEAGLE" Wed.,	14th July.		
"EMPEROR OF INDIA" Sat.	24th July.	"ALLAN LINER" Friday,	20th Aug.
"EMPEROR OF JAPAN" Sat.	14th Aug.	"EMPEROR OF BRITAIN" Fri.,	10th Sept.

“Empress” Steamships leave HONGKONG at 6 P.M.
“Montezuma” at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C., Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong, to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers)
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1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAEGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Fedder Street and Praya, opposite Blake Pier.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	Neon, 27th May
LONDON VIA USUAL PORTS	OCEANA	Neon, 29th May
LONDON AND ANTWERP	SOMALI	About 2nd June
ANG, COLOMBO PORT	Capt. R. A. Peters	June
SHANGHAI, MOJI, KOBE, SIMLA	Capt. C. D. Goldsmith	About 4th June
and YOKOHAMA		Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th May, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 27th May, 4 P.M.
SINGAPORE	"HUPH"	On 27th May, 4 P.M.
SHANGHAI	"ANHUI"	On 30th May, 4 P.M.
MANILA	"KAIFONG"	On 1st June, 3 P.M.
CEBU AND ILOILO	"CHIHLI"	On 1st June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st May, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
MANILA	"TEAN"	On 15th June, 3 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

SS. "LINTAN" and SS. "SANUL" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.E.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

For Freight or Passage apply to—
Hongkong, 27th May, 1909.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW, & AMOY	"DALIN MARU"	SUNDAY, 30th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample, Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong, 24th May, 1909.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STAMERS	TO SAIL
SINGAPORE & SOERABAYA	"ONSANG"	Saturday, 29th May, Noon.
SHANGHAI	"CHOYSANG"	Monday, 31st May, Noon.
TIENTSIN via Tientsin & Chefoo	"CHEONGSHING"	Tuesday, 1st June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
KOBE	"HINSANG"	Friday, 4th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and return to Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

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Telephone No. 61.

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JARDINE, MATHESON & Co., LTD.,
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HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOCHOOW	FRIDAY, 28th May, at 1 P.M.
"HAIMUN"	SWATOW	SUNDAY, 30th May, at 10 A.M.
"HAICHING"	SWATOW, AMOY & FOCHOOW	TUESDAY, 1st June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMeward.

OUTWARD.	FOR BREMEN, HAMBURG & ROTTERDAM
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SUEVIA ... 8th June
S.S. ISTRIA ... 29th May	FOR HAVRE & HAMBURG
S.S. BRASILIA ... 9th June	S.S. SENEGAMBIA ... 17th June
S.S. SEGOVIA ... 22nd June	FOR HAVRE, BREMEN & HAMBURG
S.S. C. FERD. LAEISZ ... 26th June	S.S. SCANDIA ... 22nd June
S.S. SLAVONIA ... 10th July	FOR MARSEILLES, HAVRE & HAMBURG
S.S. ANDALUSIA ... 18th July	S.S. SILVIA ... 2nd July
	FOR ANTWERP, ROTTERDAM & HAMBURG
	S.S. SITHONIA ... 8th July
	FOR HAVRE & HAMBURG
	S.S. ISTRIA ... 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 22nd May, 1909. Hongkong Office. 12

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 5000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen	6500	WEDNESDAY, 9th June, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	SADJ MARU Capt. Geo. Anderson	6500	WEDNESDAY, 23rd June, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	*TOSA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 P.M.
SHANGHAI, MOJI and KOBE	*SHINANO MARU Capt. K. Kawara	6500	TUESDAY, 22nd June, at 4 P.M.
KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	*TAKASAKI MARU Capt. A. Mooker	5000	THURSDAY, 27th May, at 5 P.M.
SHANGHAI, MOJI and KOBE	KAWACHI MARU Capt. H. Petersen	6500	FRIDAY, 28th May, at 5 P.M.
YOKOHAMA	MOYORI MARU Capt. J. C. Richards	4500	THURSDAY, 3rd June, at Noon
SHANGHAI, MOJI and KOBE	MISHIMA MARU Capt. A. E. Moses	9000	FRIDAY, 4th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	*KUMANO MARU Capt. M. Winkler	6000	TUESDAY, 8th June, at Noon
YOKOHAMA	*KUMANO MARU Capt. N. Mathieson	6000	WEDNESDAY, 9th June, at Noon

* Calling at Keelung.

† Fitted with New System of Wireless Telegraphy.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 27th May, 1909.

T. KUSUMOTO,
MANAGER.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	E. W. Almond	Manila	On 29th May, Noon.
ZAFIRO	2540	E. Rodger	Manila	On 5th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 20th May, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SAUNA CRUZ (MEXICO).

SS. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
SS. MANSU MARU	5000 "	July 1st, at Noon.
SS. AMERICA MARU	6000 "	Aug. 30th, at Noon.
SS. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
SS. MANSU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to.

K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yok Building, 1462
Hongkong, 5th May, 1909.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakio Maru" (2,877 tons each) as follows—

NORTH-BOUND.		SOUTH-BOUND.	
Leave—Shanghai (Steamer)	Thursday	State Express for Moscow.	Wagon-Lite for St. Pet'g.
Arrive—Dairen	Saturday	State Express for Moscow.	Wagon-Lite for Moscow.
Ar.—Mukden	11 a.m.	Ar.—Mukden	6 p.m.
Ar.—Changchun	2.15 p.m.	Ar.—Changchun	2.30 a.m.
Ar.—Harbin (Russian Train)	6.55 a.m.	Ar.—Harbin (Russian Train)	12.30 p.m.
Ar.—Harbin	3 p.m.	Ar.—Shanghai	afternoon.

Connecting at Harbin with

NORTH-BOUND.		SOUTH-BOUND.	
Leave—Shanghai (Steamer)	Thursday	State Express for Moscow.	Wagon-Lite for St. Pet'g.
Arrive—Dairen	Saturday	State Express for Moscow.	Wagon-Lite for Moscow.
Ar.—Mukden	11 a.m.	Ar.—Mukden	6 p.m.
Ar.—Changchun	2.15 p.m.	Ar.—Changchun	2.30 a.m.
Ar.—Harbin (Russian Train)	6.55 a.m.	Ar.—Harbin (Russian Train)	12.30 p.m.
Ar.—Harbin	3 p.m.	Ar.—Shanghai	afternoon.

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")
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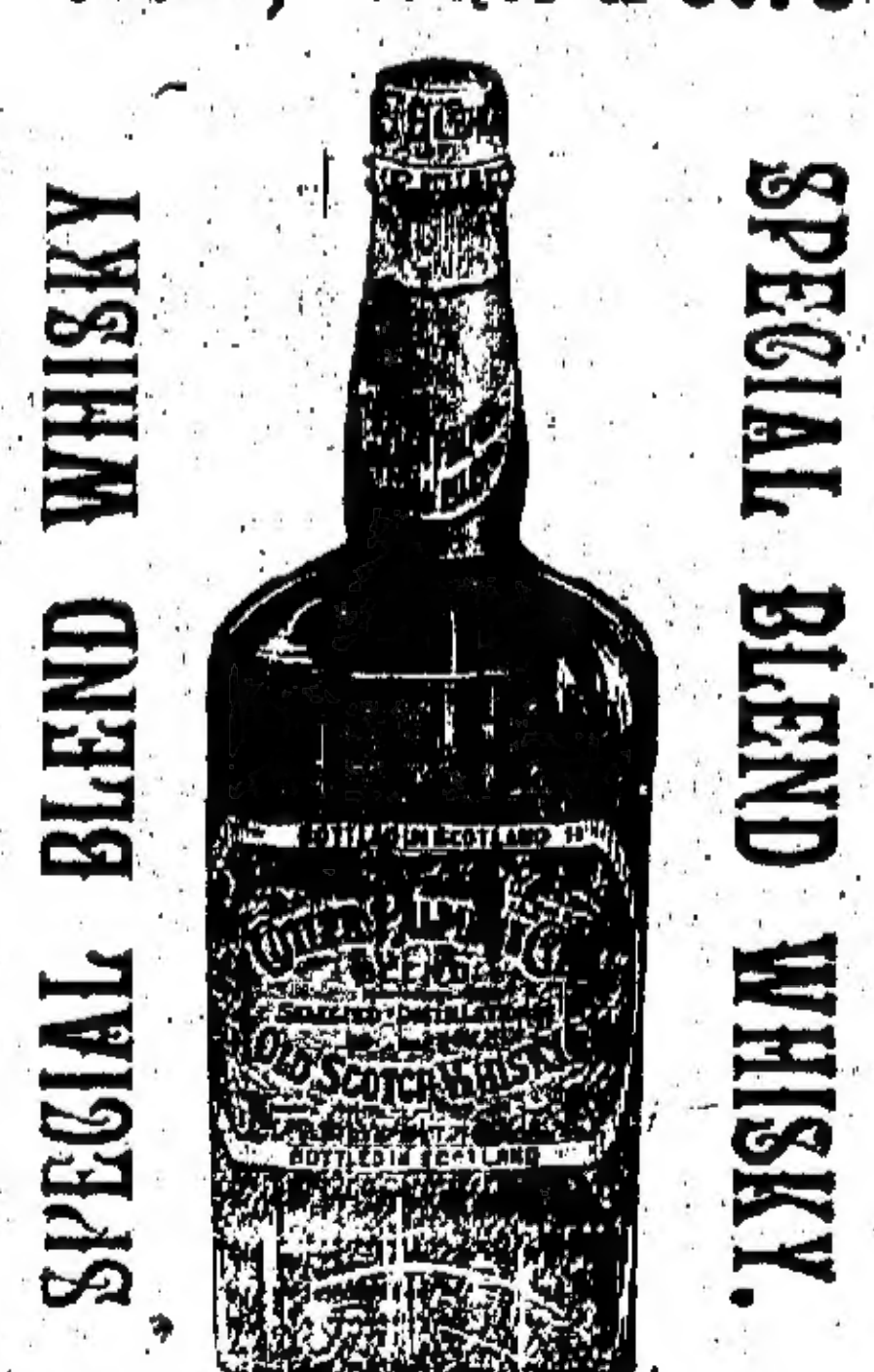
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